

COYOTE VALLEY SPECIFIC PLAN DRAFT EIR

EIR COMMENTS

To be consistent with the California Environmental Quality Act (CEQA), comments or questions relating to the Coyote Valley Specific Plan Draft Environmental Impact Report (DEIR) should focus on the adequacy or accuracy of the information in the DEIR. Comments regarding the merits of the CVSP "project" should be submitted separately as general comments (A place for general comments has been designated on the back of this form.). Please submit your written comments on this card at this DEIR meeting, or to Jared Hart via the methods listed at the bottom of the page by 5:00 P.M. on June 29, 2007. (Note: Please write legibly. We will not be able to respond if we cannot read your comments.)

PLEASE USE THIS SPACE IF YOU HAVE COMMENTS ON THE ADEQUACY OR ACCURACY OF THE DEIR:

Appendix C, Transportation Impact Analysis, of the Draft EIR, states on page 3:

"Existing Conditions. Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Traffic volumes collected in approximately 2004-2005 were used in this analysis."

MY COMMENTS:

The traffic volumes measured in 2004-2005 are inaccurate.

Traffic in Silicon Valley during peak/rush hours is highly dependent upon the economy. After the dot-com bust in 2001-2002, with the tremendous loss of jobs, traffic was greatly reduced on area freeways, expressways, as well as other collector streets. Traffic measurements taken during the years 2004-2005 can not accurately be used for the Intersection Analysis starting on page 123 in the Draft EIR, Section 4.2, Transportation and Traffic.

Please take traffic measurements after the economy has improved such that San Jose again has a balanced budget and the Coyote Valley triggers as given in the San Jose 2020 General Plan are satisfied. Only then can the traffic impact of Coyote Valley be accurately calculated.

As an example of the diminishing traffic volume between 2001 and 2004, see the measurements for Almaden Expressway taken in 2001 and in 2004 on the Web page, <http://www.avca-sj.org/traffic.html>.

The traffic counts on that page are repeated below for your convenience, but the study of the expressway traffic change over that period of time shows how the data measurements of 2004-2005 used for the Coyote Valley EIR do not represent those in times of a good economy (one of the triggers for building in Coyote Valley).

According to data taken in October, 2001, the twenty-four hour traffic totals taken in both directions along Almaden Expressway are:

Blossom Hill Road	to Coleman Road	51,366 vehicles
Coleman Road	to McAbee Road	54,110 vehicles
McAbee Road	to Redmond Ave.	51,405 vehicles
Redmond Ave.	to Camden Ave.	48,834 vehicles
Camden Ave.	to O'Grady Dr.	45,128 vehicles

When the county measured traffic along Almaden Expressway in 2004, the intersections at each end of the segments were not identical to those in the 2001 study, but the relative volume of vehicles in similar sections along the overall area of the expressway is obviously lower than in 2001. The twenty-four hour totals in 2004 are:

Route 85	to Via Monte Dr.	43,400 vehicles
Via Monte Dr.	to Redmond Ave.	40,900 vehicles
Redmond Ave.	to Trinidad Dr.	34,500 vehicles

It would be interesting to see what 2007 or 2008 traffic measurements would be at the same segments that were measured in October, 2001. This might even give some indication as to whether the economy is approaching the level of six years ago.

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